

missiles and dropped tons of bombs on Libya. Since NATO took over, the U.S. has struck from the air at least 90 times, including drone attacks. But these are not "hostilities," claims the White House; so what business is it of Congress?

We must put an end not only to the war in Libya, but we must put an end to the thinking that the Constitution is a doormat and that our constituents must simply bear the consequences of the misguided policies of this administration without this Congress having any say whatsoever.

Defeat the authorization for the war. Vote for the Rooney bill, which limits the war. And when we return, let's vote for a total cutoff of funds for this wrongheaded adventure.

#### MR. PRESIDENT, UNLEASH THE POWER OF AMERICAN ENERGY EXPLORATION

(Mr. NUNNELEE asked and was given permission to address the House for 1 minute.)

Mr. NUNNELEE. Yesterday, President Obama executed a shortsighted energy plan and released 30 million barrels of oil from the Strategic Petroleum Reserve, all while the United States' combined recoverable oil, natural gas, and coal resources are 1.3 trillion barrels of oil equivalent, the largest in the world.

We have 40,000 times more American natural resources under our ground than the amount President Obama took out of the Strategic Petroleum Reserve. Drawing down reserves intended for national emergencies is far from the energy plan we need, especially when we're sitting on abundant resources. President Obama must quit blocking American energy production.

Mr. President, if you want to make us energy secure, if you want to see a thriving economy creating jobs, if you want to free Americans from the burden of high gas prices, unleash the power and ingenuity of American energy exploration, and do it now.

#### RELEASE STAFF SERGEANT GILAD SHALIT

(Mr. DEUTCH asked and was given permission to address the House for 1 minute.)

Mr. DEUTCH. Mr. Speaker, tomorrow marks the fifth anniversary of the abduction of Israeli soldier Staff Sergeant Gilad Shalit from inside Israel's borders by the terrorist organization Hamas. For 5 years, Hamas has violated international human rights conventions by denying Shalit contact with his family and visits by the International Red Cross.

Now Hamas wants to be partners with the Palestinian Authority. If the Palestinian Authority is determined to pursue unity with Hamas, then President Abbas must demand that his new partner free Sergeant Shalit.

Israel can never be expected to negotiate with an organization that re-

mains bent on its destruction. But if Hamas ever expects to have a seat at the table, it must show good faith now and immediately release Gilad Shalit.

We stand here today with our great ally, Israel. We stand here with allies from Europe and throughout the world. We stand with all who believe in and fight for basic human rights. Anyone who can hear my voice knows that Gilad Shalit must be released.

#### CUT OFF FUNDS TO PRESIDENT'S WAR IN LIBYA

(Mr. POE of Texas asked and was given permission to address the House for 1 minute.)

Mr. POE of Texas. Mr. Speaker, America's third war continues. The President's little war in Libya is unconstitutional and it also violates the War Powers Resolution. Even the administration says Libya is not a national security risk to America.

So why are we at war in Libya? Because the French want us there? Mr. Speaker, don't you think we've done enough for the French in World War I, World War II, and even in Indochina, what we now call Vietnam?

The United States should not be involved in Libya's civil war. The cost has been over \$700 million to the American taxpayer. Mr. Speaker, don't you think that money, that millions of dollars could be better spent building America instead of blowing up Libya?

And who are these rebels in Libya that we are supporting? Of course Omar Qadhafi is a tyrant, but we may end up replacing an oppressive regime with an extremist radical regime. Now, isn't that lovely?

Congress should cut off all American funds to the President's little war in Libya.

And that's just the way it is.

□ 0910

#### CONGRESSIONAL OVERSIGHT OF THE LIBYAN OPERATION

(Mr. GARAMENDI asked and was given permission to address the House for 1 minute.)

Mr. GARAMENDI. It appears this morning and today the House of Representatives and Congress will be carrying out its constitutional responsibilities dealing with the war in Libya. Resolutions will be on the floor. Appropriately, we will be voting today on whether we want to end, limit, or extend.

For me, I think we have to carry out the U.N. resolution that calls for the right to protect or the obligation and duty to protect. That is why the Libyan situation started. That needs to be completed.

I would suggest that the Hastings resolution that gives a year is good in that it provides the necessary restrictions on the White House and on the military in the Libya operation and basically puts the United States in a sup-

port position. I would prefer that there be an amendment to that—perhaps it will be in a motion to recommit—that it be limited to 6 months.

#### OVERSIGHT OVER CORPORATE MERGERS NEEDED

(Ms. JACKSON LEE of Texas asked and was given permission to address the House for 1 minute.)

Ms. JACKSON LEE of Texas. Mr. Speaker, there are many issues that we must address in this august body, but it is tragic to note that we have been here for 24 weeks since the GOP took responsibility and control of this House and we have done nothing to create jobs. In fact, the majority leader has indicated the Republicans have no plans to do anything on jobs through this summer.

Why does this pose a crisis? Because in the midst of all of this, a number of mergers are coming into fruition, in particular the United-Continental merger. We have already had an announcement that Houston will lose 1,500 jobs, and no response from United or Continental. In addition, United had a recent collapse of its database, or its system, which caused massive shut-downs and clogging of the system, where passengers were stuck in airports because they couldn't get their planes off the ground.

When we have mergers with no restraint and no oversight, we have a problem. So jobs are necessary to be created, and there needs to be oversight over mergers like Continental and United so that communities like Houston and elsewhere won't be losing jobs with no response.

#### MARKING THE 50TH ANNIVERSARY OF THE INTERNATIONAL HARVESTER SCOUT

(Mr. WALZ of Minnesota asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WALZ of Minnesota. Mr. Speaker, I rise today to honor a piece of American history and to pay tribute to the Americans that created it: 2011 marks the 50th anniversary of the International Harvester Scout; the first Scout, built out of American ingenuity and steel, rolled off the assembly line 50 years ago in Fort Wayne, Indiana, the creation of Ted Ornas, literally drawn on a napkin at his kitchen table.

In the near future, my good friend from Indiana, JOE DONNELLY, and I will come to this floor at the end of the day to tell the history of this great company and the iconic IH Scout. We will also tell the stories of those who restore, drive, and keep the legacy alive. These are the stories of America, stories of hardworking people who respect our history and believe it is worth preserving.

The Scout reflects the exceptional American personality, ingenuity,

thriftiness, self-reliance, and a can-do spirit. The Scout was built in the heartland of Indiana on these principles.

I want to thank Jeff Bade and John Glancy for helping put this effort together. Honoring our history reminds us of what we were capable of together in this great Nation.

#### AIRPORT AND AIRWAY EXTENSION ACT OF 2011, PART III

Mr. MICA. Mr. Speaker, I ask unanimous consent that the Committees on Transportation and Infrastructure and Ways and Means be discharged from further consideration of the bill (H.R. 2279) to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend the airport improvement program, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore (Mr. POE of Texas). Is there objection to the request of the gentleman from Florida?

There was no objection.

The text of the bill is as follows:

H.R. 2279

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Airport and Airway Extension Act of 2011, Part III".

#### SEC. 2. EXTENSION OF TAXES FUNDING AIRPORT AND AIRWAY TRUST FUND.

(a) **FUEL TAXES.**—Subparagraph (B) of section 4081(d)(2) of the Internal Revenue Code of 1986 is amended by striking "June 30, 2011" and inserting "July 22, 2011".

(b) **TICKET TAXES.**—

(1) **PERSONS.**—Clause (ii) of section 4261(j)(1)(A) of the Internal Revenue Code of 1986 is amended by striking "June 30, 2011" and inserting "July 22, 2011".

(2) **PROPERTY.**—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking "June 30, 2011" and inserting "July 22, 2011".

(c) **EFFECTIVE DATE.**—The amendments made by this section shall take effect on July 1, 2011.

#### SEC. 3. EXTENSION OF AIRPORT AND AIRWAY TRUST FUND EXPENDITURE AUTHORITY.

(a) **IN GENERAL.**—Paragraph (1) of section 9502(d) of the Internal Revenue Code of 1986 is amended—

(1) by striking "July 1, 2011" and inserting "July 23, 2011"; and

(2) by inserting "or the Airport and Airway Extension Act of 2011, Part III" before the semicolon at the end of subparagraph (A).

(b) **CONFORMING AMENDMENT.**—Paragraph (2) of section 9502(e) of such Code is amended by striking "July 1, 2011" and inserting "July 23, 2011".

(c) **EFFECTIVE DATE.**—The amendments made by this section shall take effect on July 1, 2011.

#### SEC. 4. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) **AUTHORIZATION OF APPROPRIATIONS.**—

(1) **IN GENERAL.**—Section 48103 of title 49, United States Code, is amended by striking paragraph (8) and inserting the following:

"(8) \$2,840,890,411 for the period beginning on October 1, 2010, and ending on July 22, 2011."

(2) **OBLIGATION OF AMOUNTS.**—Subject to limitations specified in advance in appropriation Acts, sums made available pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2011, and shall remain available until expended.

(3) **PROGRAM IMPLEMENTATION.**—For purposes of calculating funding apportionments and meeting other requirements under sections 47114, 47115, 47116, and 47117 of title 49, United States Code, for the period beginning on October 1, 2010, and ending on July 22, 2011, the Administrator of the Federal Aviation Administration shall—

(A) first calculate funding apportionments on an annualized basis as if the total amount available under section 48103 of such title for fiscal year 2011 were \$3,515,000,000; and

(B) then reduce by 7 percent—

(i) all funding apportionments calculated under subparagraph (A); and

(ii) amounts available pursuant to sections 47117(b) and 47117(f)(2) of such title.

(b) **PROJECT GRANT AUTHORITY.**—Section 47104(c) of such title is amended by striking "June 30, 2011," and inserting "July 22, 2011,".

#### SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 40117(l)(7) of title 49, United States Code, is amended by striking "July 1, 2011," and inserting "July 23, 2011,".

(b) Section 44302(f)(1) of such title is amended—

(1) by striking "June 30, 2011," and inserting "July 22, 2011,"; and

(2) by striking "September 30, 2011," and inserting "October 31, 2011,".

(c) Section 44303(b) of such title is amended by striking "September 30, 2011," and inserting "October 31, 2011,".

(d) Section 47107(s)(3) of such title is amended by striking "July 1, 2011," and inserting "July 23, 2011,".

(e) Section 47115(j) of such title is amended by striking "July 1, 2011," and inserting "July 23, 2011,".

(f) Section 47141(f) of such title is amended by striking "June 30, 2011," and inserting "July 22, 2011,".

(g) Section 49108 of such title is amended by striking "June 30, 2011," and inserting "July 22, 2011,".

(h) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by striking "July 1, 2011," and inserting "July 23, 2011,".

(i) Section 186(d) of such Act (117 Stat. 2518) is amended by striking "July 1, 2011," and inserting "July 23, 2011,".

(j) The amendments made by this section shall take effect on July 1, 2011.

Mr. MICA. Mr. Speaker, I submit the following exchange of letters.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON WAYS AND MEANS,  
Washington, DC, June 24, 2011.

Hon. JOHN MICA,  
Chairman, Committee on Transportation and Infrastructure, Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN MICA, I am writing concerning H.R. 2279, the "Airport and Airway Extension Act of 2011, Part III" which is expected to be scheduled for floor consideration today.

As you know, the Committee on Ways and Means has jurisdiction over the Internal Revenue Code. Sections 2 and 3 of this bill amend the Internal Revenue Code of 1986 by extending the current Airport and Airway Trust Fund (AATF) expenditure authority and the associated Federal excise taxes to July 22, 2011. In order to expedite H.R. 2279 for Floor consideration, the Committee will forgo action on the bill. This is being done with the understanding that it does not in

any way prejudice the Committee with respect to the appointment of conferees or its jurisdictional prerogatives on this or similar legislation.

I would appreciate your response to this letter, confirming this understanding with respect to H.R. 2279, and would ask that a copy of our exchange of letters on this matter be included in the Congressional Record during Floor consideration.

Sincerely,

DAVE CAMP,  
Chairman.

COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE,  
Washington, DC, June 24, 2011.

Hon. DAVE CAMP,  
Chairman, Committee on Ways and Means,  
Longworth House Office Building, Washington, DC.

DEAR MR. CHAIRMAN, Thank you for your letter regarding H.R. 2279, the "Airport and Airway Extension Act of 2011, Part III." The Committee on Transportation and Infrastructure recognizes the Committee on Ways and Means has a jurisdictional interest in H.R. 2279, and I appreciate your effort to facilitate consideration of this bill.

I concur with you that forgoing action on H.R. 2279 does not in any way prejudice the Committee on Ways and Means with respect to its jurisdictional prerogatives on this bill or similar legislation in the future, and I would support your effort to seek appointment of an appropriate number of conferees to any House-Senate conference involving this legislation.

I will include our letters on H.R. 2279 in the Congressional Record during House Floor consideration of the bill. Again, I appreciate your cooperation regarding this legislation and I look forward to working with the Committee on Ways and Means as the bill moves through the legislative process.

Sincerely,

JOHN L. MICA,  
Chairman.

Mr. COSTELLO. Mr. Speaker, I rise in support of H.R. 2279, the "Airport and Airway Extension Act of 2011, Part III." This bill is a "clean" extension of the authority of the Federal Aviation Administration, FAA, to spend from the Airport and Airway Trust Fund and to carry out airport improvement projects at current levels through July 22, 2011.

In February, the Senate approved a bipartisan, comprehensive FAA reauthorization bill by a wide 87-to-8-vote margin. Passage of the Senate bill was applauded by both labor and industry stakeholders, and it was estimated that the bill would create at least 150,000 jobs.

The House followed on April 1 with a bill containing some controversial provisions that the Senate has indicated it will not accept. These provisions include the repeal of a National Mediation Board rule on fair union representation elections and cuts to funding for FAA programs, airport construction and improvement, and air traffic control modernization.

For the last 2 months, we have worked with the Senate to resolve a number of differences between the two bills. The negotiations have made good progress, and, with just a handful of major differences remaining, we may be on the cusp of enacting a long-term reauthorization—a reauthorization that provides the FAA with the stability and funding necessary to safeguard safety, modernize the system, and create jobs.

Like my Republican colleagues, I had hoped that each of the previous two short-term extensions would be the last. I was reassured by